Wessenger.

Cruth, like a torch, the more it's shook, it shines.

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We are not responsible for the opinions of our correspondents.

All communications for the paper must be addressed to the Editors business letters to the Publisher of the MESSENGER, Easley, S. C.

[For the Messenger. Public Roads.

please,' whereby you may be enabled to stir them up in this line. I well the vast amount of room demanded by the long-winded and prolix corresponlong seige on a question that has been pretty generally discussed throughout the State, and very ably too, by Gen. Butler, Senator Patterson and others but I feel sure your new paper will reach many who have not seen a newspaper in twelve months. But, Messrs. Editors, if others will discuss this subject (I do not think it exhausted) I will the 'cash to spare. most cheerfully step down and listen. which would be a great saving of time years. [Concluded next week.] and stock. So much more could be carried, and it is much safer to travel to two and three feet in ten. A man's by Lieutenant-General Phil. Sheridan. tral system.—Anderson Journal.

life is in very great danger if any of the harness should break in going up or down hill with a heavily loaded

I think I understand why so many men back in the mountains clear land, build houses for tenants, or build saw mills or cotton gins for, if they had no means of getting to market? And most assuredly if the property holders it would be cumbersome to have hun- Easley and her infant paper. MESSRS. EDITORS: I am glad to dreds of paid contractors to look after. see that you have given the County a If only a few contractors should take chance at more reading matter. I charge of the roads of the County. think there are nearly 2,500 of our tax some of us would have to wait until payers who do not read any newspa-per, and I hope you may be 'blessed ment worked. The month of August. with that charm—the certainty to when the roads are generally worked. please, whereby you may be enabled the farmers are at leisure, the crops are 'laid by.' It is the season for Camp know, too, one of the greatest troubles and protracted meetings, political gathin running a paper successfully. It is erings, squirrel hunting and general loafling. Very little work is being done, except by some one who is builddence which makes a paper a great bore. I am about to ask permission, however, to be patiently heard for a to put in a few days work for the common weal. I know numbers of the most thrifty people who would like to out on the public roads in August. It does not suit the average countryman to pay so much cash for taxes; hence, the great number who do not read the newspapers, etc., etc., they have not

Now, from the bottom of my heart. I will promise never to write so long I pity the man who is determined to an article again on the question, but at be perfectly miserable over a little the same time would like to read some mud in the roads, and will say to him, from others a great deal longer. I am that, I think he was born either a cenopposed to any radical change in the tury too late, or one too soon. I would Road law, but I try to keep myself al- suppose there were not enough people friend, with a request to publish. Add ways open to conviction. I am in ac- in this section a hundred years ago, to cord with Mr. Tally, our faithful Com- stir up much mud. But now there are missioner, in almost every point on the enough to have it just as deep as they subject. As he says, 'what is most wish, and we are too poor to pave or needed is a more healthy public senti-ment in favor of better roads'. The sooner) this may be done. But we can law requiring twelve days work seems and ought to make our roads far better to frighten the people, but it need not, than they are, and it can be done with since they know the overseer will only an amount of work that will not marequire from one-half to three days, terially hurt any one. The road over-Let the law require a less number of seers ought to know the places that are days, make fewer exemptions, and let the most boggy in wet weather. Where the overseer require a larger number of wet weather springs rise and run for a til three o'clock in the afternoon.

[For the Messenger. Good for Easley.

PICKENS, October 18th, 1883. I think I understand why so many favor working by taxation. Men with a note occasionally. I was at Easley but little property think they do more on Wednesday, 17th; I got 9.65 for upon the route of the Rutherford railthan their share of the work; but they my cotton; meat 8 cts.; good coffee, road. Shelby, Spartanburg and Gaffought to remember that in many, yes, 7 lbs. for \$1.00. There was two men ney City have all been competing for very many instances, men of more above me that passed my house on this Rutherford connection, the Shelproperty are heavily taxed to keep up Tuesday, going to Greenville; they by route not being represented, how-the schools and courts, who never in passed back on Thursday morning; I ever. at said meeting. L. A. Mills, their lives made any direct use of asked the prices; the very best cotton president of the Spartanburg and Rutheither. And as for the man who works was 9.80; meat 8 cts.; good coffee, 7 erford railroad; E. F. Verdery, presifor wages, he would find himself with- ibs. I told them I had been to Easley, dent of the Greenville, Laurens and out employment if we had no roads to and give them prices; I asked them if Spartanburg route; T. Stobo Farrow, get the surplus off. I hold that wages it paid them to go to Greenville; they director and attorney of the Union, are enhanced very considerably by the said no; I thought so too. They could Gaffney City and Rutherford railroad; means of good roads. What would have made the trip to Easley in one David Risley, mayor of Georgetown day, and it taken them three days to and director of the Georgetown and Greenville.

Now, Messrs, Editors, Easley must strain, Greenville has got a large patronage from Pickens; it is now time North Carolina, represented the Gaff-she should keep her patronage at home. ney route The advantages of the had to build all the roads they would she should keep her patronage at home. pay themselves back in hauling for The town of Pickens will have to do different routes were discussed for sevtenants, in moving them, carrying better, or Easley will take her custom; their little crops to market, by docking people will trade where they can sell their wages, or in finding no use for for the most and buy for the least. them at all. It seems to me, too, that And now, here is one big wish for

More anon. PICKENS.

Religion and Rum.

RELIGION.

September, 1882, 83.637; church members. 11,459,934; Sunday School scholars, 6,504,050. Total contributed for the support of religion, \$47,636,595. RUM.

Retail liquor sellers in the United States, 166,000; men, women and children in the United States, who their making satisfactory showing of drink liquor, 18,000,000; number per annum killed by rum, 65,000; rum retailed in the United States in 1878, \$715,575,000. Total contributed for pay all their taxes by working them the support of religion, \$47,635,495. Rum over religion, \$6 57,939,5 15.

THE SALOON AS A BANK. You deposit money—and lose it; your time-and lose it; your character railroad in North Carolina and four -and lose it; your health-and lose hundred miles in South Carolina; esit; your strength-and lose it; your tablising a system of narrow gauge home comfort—and lose it; your wife's railroads which will be extended to the happiness-and lose it; your own soul and lose it, etc.

The above, taken from the "Banner-Watchman," was handed us by a the rapid increase since the above estimates and dates, and you will shudder at the enormity.

-Four trains a day pass over the Augusta & Knoxville road, two each way. The passenger train runs all the sition.—Atlanta Constitution. way from Port Royal to Greenwood. The train leaves Greenwood at six o'clock in the morning and arrives in Augusta at ten o'clock and the returning train does not leave Augusta undays, say from three to four. There month or two in the latter part of win- This will prove a great convenience to is no economy in having our roads in ter, and where there has been a mud people along the line of road who wish the horrible condition in which they have since the overseer or to do their trading in Augusta. By this are frequently found. It is a tremenhole every year since the overseer or to do their trading in Augusta. By this dous strain on a wagon and team, and should be cause-wayed. In August to Charleston and Savannah by way of mentally on the driver, if he has much these places are generally the firmest Yeniassee at the following rates: To mental gearing, to tug over our roads places we find on the roads. Where Charleston \$6.55 for first class, and in the condition in which they are some times found. There should be many changes made to get better grades, floored with timber, which will last for class. A rate of \$6 is also offered from Greenwood to Atlanta. These are further simple illustrations to show the -Gen. W. T. Sherman will be re- advantages we could secure by buildon more level roads in going down tired from command of the army on ing the Savannah Vally Railroad and these hills with a fall of one and a half the 1st of Nov., and will be succeeded making connection with the great Cen-

A Narrow Guage System.

An important meeting of Directors of the Rutherford Railway Construc-North Carolina Narrow Gauge railroad; Senator Collison, of Edgefield, and B. D. Sinclair and others, of Marion, eral hours and further consideration was postponed until Friday, at which adjourned meeting the following resolution was passed.

Resolved, That the president and directors of the Rutherford railway construction company agree to meet with the directors of the Georgetown and North Carolina narrow gauge railroad company, of the Union, Gaffaey City Clergy in the United States. up to and Rutherfordton railroad company, and of the Rutherfordton, Marion and Tennessee railway company on the 24th day of October, at Gaffney City, S. C, for the purpose of considering the question of consolidating said companies, and of accepting the proposition of the New England syndicate, upon their ability to preform the stipulations contained in their proposition. This meeting at Gaffney City on the 24th instant will have an important bearing on the railroads projected in this section, and if said companies are consolidated, will result in building about one hundred miles of narrow gauge Atlantic coast and on through Georgia. Florida, in the south, and also through Tennessee and Kentucky to Cincinnati, Ohio, and points in the northwest. Over one and one-half millions of dollars have been assured to aid in building these roads in North Carolina and South Carolina, which will be turned over to the Boston syndicate upon their making a satisfactory showing of the ability to build said lines of road according to the terms of the propo-

> -Wm. C. Derry, Book-keeper for the Macon (Ga.) "Telegraph and Messenger," committed suicide by taking laudanum, on last Friday. He was a defaulter for about \$1,800, and rather than face the ignominy of the crime, committed self-destruction. He was regarded as an exemplary man, was a prominent member of the church, had no known vice, and bore the highest character.

> Get your Bill-heads, Letterheads, Note-heads, Envelopes, Business cards, Visiting cards, Invitation cards, blank Postal cards, Circulars, Posters, Handbills, Blanks, &c., done at THE MESSENGER office, with neatness and despatch, and as cheap as anywhere this side of Charleston.